would be 2,000 meters long was not carreet. (2) In order to meet the target date set for 10 additional apprentices were hired on 25X1/2 between the trees in the castern approach lane. By 10 80 25X1/2 percent of the trees were cut and clearing on the western approach lane was to start. It was planned to extend this lane to the west beyond the Brand-Briesen road, and to detour the street farther to the west. Trees were to remain just east of the reliroad line to protect the airfield against observation from the west. 3. Fifty percent of the levelled area along the runway and the western turning apron was sodded. On 1 the southern taxiway, 10 meters wide, was completely concreted, (3) Twelve of the 22 hardstands were concreted, the others were being worked on. (b) Each hardstand was surrounded with pines for camouflage purposes. The airfield lighting was not worked on. A fuel tank, about 16 meters long and 3 meters in diameter coated with concrete, arrived and was stored at the southern border of the field. 4. The officers' billets in Jagen(forest subareas) 59 and 60 were completed but not equipped with furniture as yet. (5) Work was done inside of the Mi quarters. The construction of three or four one-story brick buildings south of Kulturhaus had not started. 5. The drilling operations observed between 10 were part 25X1/2 of the construction of a purifying plant in Jagen 56 which was being completed.		· Briesen Airfield.			
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All working at the eastern training apron and at the approach lane. On day, the commander of the training apron and at the approach lane, had left for Teleow for about seven days. Sworov was accompanied by a Fajor or Lieutenant Colonel Kenatovski (fmu) (phonetical spelling). (1) 2. From a map at the construction office, that 2,500 meters of the runway were completed, and that previous information that the runway would be 2,000 meters long was not correct. (2) In order to meet the target date set for local the trees in the custern approach lane. By 80 25X1, because the trees were cat and cloaring on the western approach lane was to start. It was planned to extend this lane to the west beyond the Brand-Brissen road, and to detour the street farther to the west. Trees were to remain just east of the reilroad line to protoct the airfield against obsorvation from the west. 3. Fifty percent of the levelled area along the runway and the western turning apron was sodded. On the southern taxiway, 10 meters wide, was completely concreted, (3) Twalve of the 22 handstands were concreted; the others were being worked on. (L) Each hardstands were concreted; the others were being worked on. (L) Each hardstands were concreted; the others were being worked on. (L) Each hardstands were concreted; the others were being worked on. (L) Each hardstands were concreted; the others were being worked on. (L) Each hardstands were concreted; the others were being worked on. (L) Each hardstands were concreted; the others were being worked on of the 22 hardstands were concreted; the others were being worked on of the 20 hardstands were concreted. 4. The officers' billets in Jagen(forest subareas) 59 and 60 were completed but not equipped with furniture as yet. (5) Work was done inside of the EI quarters. The construction of three or four one-story brick buildings south of Kulturhaus had not started. 5. The drilling operations observed in not agen 69, 250 25X1, meters northeast of the quarters, were to obtain water. A brickhouse, probab	00011012		25/1/		
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